NEW-YORK DAILY TRIBUNE, THURSDAY, DECEMBER 30, 1858.

TO IRON MASTERS, CAPITALISTS and SPECULATORS—I offer for cale, as "gent for use owners, increase excitagoner tracts of and, contain" on all, over 2 and series, incomed in Sconsreat County, a should smiles N. W. from Cumberland, Md., and aswan b, the reports of the Seate Geologist as the Southsmpton Coal Phasta.

There lands form the trough between the Savage and Little Alleybers, Mountains, and are use greated with 22 detacts voting of pare Bituminous Coal. The "paper vin is 3 to sheet thick, the others vary from 2 to 6 feet, also, numerous seless of from the coals. Limestone is abs gland on the property of the celebrated fun City so "county known in the cruised from its Europe, passes the much the estate, and can be missed from its Europe, passes the much the estate, and can be missed from its Europe, passes the much the estate, and can be missed from its Europe, passes the much the estate, and can be missed from its every seconds of genting only see acceptly of Mount Savage.

A number of the tree Versia have been well opened, the largest of waters, be into the lowest, it is feet disch, and contains more than 31 per centum of from.

A stall road has been consisted connecting the mines with A stall road has been consisted connecting the mines with Connections, whence the few preserved to the One Rivert, read or canal and western by resirred to the One Rivert, read or canal and western by resirred to the One Rivert, read or canal and western by resirred to the One Rivert, read or canal and western by resirred to the One Rivert, read or canal and western by resirred to the One Rivert, read or canal to the organization of 100 houses power, numerous machinery, a new Steam Edge form, numerous Fram Road, mines of Osal Ralinand, on opened, some 20 or 30 good houses for mingre and from Ac. an Inchined Plans, to doney the ore and Coate to the head of the Furnace, a large number of Cars, Minery Feels Acc.

To the factor of the property the thriving village of Wellers-lers is sinated, which would soon be a piace of importance, if some operations were carried on at the Mines and Foreace, and it is he hard that from the case of Town Lots alone the cost of the mode property could be reached in a few years. It is the judgment of precions has selectible men that there is a sufficiency of from Ore to supply 10 or 12 formers of the largest cieve, and its I from on be made here changer that it any other have in the United States, all the veins, by their clip, draining the model.

e ton or less.

To parties experienced in the manufacture of Iron, an unpar-eled apportantly is offered; the present owners have neither intimate knowledge, or requisite experience in the boviness, dheing cranged in other occupations which prevent their ting it the necessary attention, they are desirous to sell the only property, or to reserve an interest in it, if purchased by species properties.

iest parties,
eatsacrifice will be submitted to if early application be
EOWARD H. STABLER,
No. 3 South Calvertet, Baltimore, Md. CANANDAIGUA AND ELMIRA RAILROAD.

CANANDAIGUA AND ELMIRA RALLROAD.

Notice is bereby given to the Holders of the First Mictage Bonds of the Canandalgua and Elmira (formerly Canandalgua and Corning) Ralinad Company—issue of 1850—that this Reac was seid under the forcelours of the First Mortage in July last, for two hundred thousand dollars, and pitchnases by the under-sized for account of certain of the Benchholders; that all Bench liders who desire to share in the purchase can do so by expressing the is seen and source for the Holders to the a No. 61 Wallast. New York, by or before the 31st of December, 1878; and that all Bondholders not so assenting by that date will be excluded from any interest in the ourchase, and left to take the dividend on their Bonds arising from and sale, which will be about sixty-five per cent on the principal thereof.

ROBERT B. POTTER, No. 61 Wallast, N. Y.

NEW CREEK COMPANY.—An adjourned Meeting of the stockhioliers of the Company will be held at their effice, No. 311 Wainutet, Priladelphia, on WEDNES, DAY, Jan. 3, 189, at 11 o'clock, on question of providing for debts or side of property. F. MERINO, Jr., Secretary.

Literative, Conn., Nov. 22, 188,

ITCHFIELD BANK.—The Hon. William W. Ells weeth, a Judge of the Sprange Conf.

ITCHFIELD BANK.—The Hon, William W.

J. Ellswerth, a Judge of the Septeme Court of Errors of the
Roate of Counsentont, that himsted and appetited four months
from the last of December, A. D. 1838, for the creditors of the
Linchield Bank to present their respective claims to the undersigned, who have been appetited by said Judge Receivers of the
effects and property of said Bank.

The undersigned, therefore, hereby notify the creditors of said
Litching Bank to present their claims against the same to them,
the Receivers, at Litchield or Harwinton, within the time
limited and showed, as herein matined.

FRANCIS E. HARRISON. Receivers.

OFFICE OF CLEVELAND, COLUMBUS AND CINCUNSAT!
RAILBOAD CO., CLEVELAND, O., Dec. 20, 1838.

THE ANNUAL MEETING of the STOCKHOLDERS of this Company for the ELECTION of DIRECTORS, and for the TRANSACTION of OTHER IMPORTANT BUSINESS, will be held at the office of the Company in obeveland, Olino, on WEDNESDAY, Jan. 12, 1193.

The Transfer Books to the Cities of New York and Cleveland
will be closed from Jan. 2 to Jan. 12, inclusive.

OCH. RUSSELL, Secretary.

WE have the greatest satisfaction in announcing

WE have the greatest satisfaction in amounting that on TUESDAY, the 30th inst. and for fourteen days thereafter, we shall be prepared to pay our LAST TWO INSTALLMENTS, due respectively on December 31, 1839, and June 30, 1860.

June 30, 1859.

Nov. 26, 1858.

J & A. DENNISTOUN, Glasgow.
DENNISTOUN, CROSS & Co., Lendon.
A. DENNISTOUN & Co., Liverpool.
Referring to the above amount com-un, we beg to state that we continue our business of buying and selling Sterling Exchange, and graning Commercial and Travelers Credits.

DENNISTOUN & Co., Liverpool.

A. DENNISTOUN & Co., No. 35 Wall-st.

DENNISTOUN WOOD & Co., No. 35 Wall-st.

MISSISSIPPI AND MISSOURI RAU ROAD

Mississippi and Missouri Refered Compons of the Bonds of undiscippi and Missouri Refered Compons doe lat of January mext will be pad on and after that date, at the Corn Exchange Bank—New York, Dec. 29, 1858.

J. A. DIX President. SACRAMENTO VALLEY RAILROAD CO.—
MORTGAGE BONDS of that Company, will be paid after that
say at the office of SCHUCHARDT & GEBHARD.

CALIFORNIA STATE BONDS.-INTEREST FROM \$3,600 to \$50,000 WANTED, for which

Thomas moore, Homer, Cosmpaign County, Illinois.

C. KOWALSKI, No. 22 William st. \$50,000 TO LOAN, on Improved Prop. Apply to STOUT, CLEWS & MASON, Nos. 11 Nassau and 15 Pine-sta, New-York.

Insurance Companics.

BRITISH COMMERCIAL LIFE LONDON AND NEW-YORK.

CAPITAL.....\$3,000,000 ACCUMULATIONS.....\$2,500,000 The Company has been
THIRTY-NINE YEARS IN SUCCESSFIT. OFFRATION,
and has PAID ALKRADY \$4,500,000.
No extra charge for crossing the Athanto.
Endowments and Life Insurance, in all its branches.
OFFICE No. 65 Wall. ST.
GEO. M. KNEVITT, Manager.

DELAWARE MUTUAL SAFETY INBURANCE COMPANY

PHILADELPHIA. ASSETS..... \$ 700.000

Application for Insurance received by their Agent in this

MUTUAL BENEFIT LIFE INSURANCE COMPANY.

AGENCY No. II WALL-ST.

Assets, Aug. 1, 1556.

Total Dividends paid.

1,973,884

Total Claims by death, paid.

1,874,785

Total Company offers superior advantages, such as one ad dividends payments of dividends in cash, leans of one-mail of differentiums, economy of management. Prospectures, and will be furnished (without charge), and all information given, by the undersigned agents.

ROBT, L. PATTERSON, President, B. C. MILLER, Secty.

JOS. L. & J. P. LORO, Agents.

SAFEGUARD INSURANCE COMPANY, This Courpany, having retired that portliner the capital stock which was based upon securities our of this fatte, is now repairing to continue the Fire Insurance business on as favorable teems as the other companies of this city, and at the reduced rates.

LOSSES PROMPTLY ADJUSTED.

Jacob N. Keller, D. Schrieber, P. S. Broxhead, Hon. 8. B. Cushing, Charles F. Warrous, Aaron Close, William E. Fotbes, A. C. Lawrence, Josus M. Beath, Matthew Kelley, Robe F. King, Francis Blackburn, Edward Wiler, Josepher M. Goo, H. Levis, C. B. English, P. S. Broxhead, P. S. Broxhead, JACOB N. KEELEE, Proc't. ALBERT WELLES, V. Proc't. H. R. FOOTE, Secretary

ST. MICHOLAS FIRE INSURANCE COM-No. 10 Marchanis' Fxchange, Wall-st.,

So. 10 Marchauls' Excussion.

18th-av., corner of leth-st.

18th-av., corner of leth-st.

18sure against less or damage by fire.

W.M. WINSLOW, Freedock. WM. S. SLOCUM, Secretary.

Bnilding Materials.

SOAP-STONE from the MIDIALEFIELD QUARRIES in lots to suit, either in the rough block of mwed into alaba, or otherwise manufactured. Descriptive Catalogues sent by mail on application to JONATHAN CHILD, West-Worthhalton, Man.

THE ALBERT FREESTONE COMPANY supply the beautiful BUFF-COLORED STONE.

which enters into a large number of the fines buildings recently sweeted in New York, Baltimore. Philadelphia, A. They also furnish the same Stone of a runer color with a new final. One form will be taken for any point on the Alandhe sable and or for mand cities.

SAMUEL F. DINSMORE, Secretary.

Office No. 15 Nassan-st. (Commonwealth Building), New York

UDSON RIVER RAILROAD .-- From Dec. 1 29, 1858, the Trains will leave Cleambors at Station as follows: Express Trains, 8 a.m. and 3:15 and 4:30 p.m.; Albany Mail Train at 11:15 a.m.; for Pengal-begrie, 6:45 a.m. and 12 m.; for Pengal-begrie, 6:45 a.m.; for Pengal-begrie, 6:45 a.m.; for Pengal-begrie, 6:55 p.m.; for Pengal-begrie, for Sing Sing, 6:30 p.m.; for Pengal-begrie, Ferry Trains stop at the Way Stationa, Passengers taken at Chambers, Canal, Christ.; ber wid list and Trains for New York leave Troy at 6:05 and 18:25 a.m.; and 2:15 acc 5:35 p.m.; and Allany about 15 minutes later. On Sandeys at 15 p.m.;

A. F. SMITH, Superlatendent.

Sales by Auction.

A UCTION NOTICE.—TO WHOM IT MAY CONCERN.—Will be sold at Auction on FRIDAY, Dec. 31, at 11 of clock a. m., at No. 51 Nassaust, New York, one of Northrup's CVLINDER PRINTING PRESSES. Sold to pay Northrop's Cribino hees storage and other expines.

SAMUEL OSGOOD & Go., Austisneers,

BY BANGS, MERWIN, Auctioneer.

BY BANGS, MERWIN & Co., Trade-Sale Recome No. 15 Park-row.

WEDNESDAY AND THURSDAY EVENINGS, Dec 29 and 39, at 8 o'cloca.

ELEGANT ENGLISH AND AMERICAN BOOKS.—Being a collection of superbly linetrated Eurlish Books and Standard Books, particularly advanted to the Holiday season—just received, from Lendon. All of fine assorting at of the best American of Standard Library and Pictorial Works, including redicrate of Standard Library and Pictorial Works, including Aboual for 189, and a collection of or bellished Jurculie. Allo, a tariety of fine line English Engravings, including Feriden's Reyal Gallery, Ac.

CONTINUATION of the GREAT SALE of ELYGANT, PIER MANTLE and OVAL MIRRORS, and costly Oil Paintinus and ENGRAVINGS, by the old and new Manters. Sale to commence at 11 o'clock, THIS (Tburday) MORNING, Dec. 9. at No. 108 Faiton at, opposite Dutch at. Sale positive, rain or china.

fonschold Articles.

THE ELLIPTIC SPRING BED.—This is the most durable, comfortable and ser nomical SPRING BED in existence. Call and see it at No. 378 Broatway.

Groceries, Promisions, &c.

SMOKED MEATS for the HOLIDAYS. Prime large SMOKEO TONGUES.
Prime large SMOKED HAMS.
SBOULDEES, BACON, LARD, BEEF, &c.

At wholesale and retail, by
MillEMANN, WHITE & BALEN,
No. 7 Worth-st, near Hudson.

NOW READY for SALE—EDWARDS,
Celebrated Washington White-Sugar-Cured HAMS. Each
Ham is branded
G. W. EDWARDS,
Nos. 27 and 229 Chrystic-st.

Ocean Steamers, &t.

PIRST EXTREME CLIPPER to SAIL.—
BOSS, FALCONER & Co.'s LINE for SAN FRANCISCO.—The famous cipper-ship HURRICANE, Capt Sherman, will receive freight for three or four days this week, until
full, at Pier No. 19 East River (Mailen lane). Apply to
RUSS, FALCONER & Co., No. 46 Pine st., our. William,
Agents at San Francisco. Master D. L. ROSS & Co.
Collections made in California and Oregon.

Confections made in Cantorna and Oregon.

TEAM TO GLASGOW, LIVERPOOL, BELFPAST, DUBLIN and LONDONDERRY, without delay, for
\$30. Return tickets to either of the above piaces good for six
months by ann stramer of the line, \$50.

EDINBURGH, Capt. Comming, WEDNESDAY, Dec. 25-noon
GLASGOW, Capt. Thou psom... SATURDAY, Jan. 22-noon
BATES OF PASSAGE—Cebin, \$75; third class, found with
cooked provisions, \$30. For freight or passage, apply to
ROBERT CRAIG, No. 17 Broadway.

ROBERT CRAIG. No. 17 Broadway.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUELIN, BELFAST and LONDONDERRY, and
all the principal Towns of ENGLAND and IRFLAND carrying the United States Mail, via LIVERPOOL, without delay at
greatly reduced rates—The LIVERPOOL, NEW-YORK and
PHILADELIPHIA STEAMSHIP COMPANYS spismidd
Clyde-built from screw steamships are intended to sall as follower:

RANGAROO.

RANGAROO.

CHY OF BALTIMORE.

**SATURDAY, Jan. 1.

CITY OF WASHINGTON ... SATURDAY, Jan. 12.

LITY OF WASHINGTON ... SATURDAY, Jan. 29.

At 12 o'elock noon, from Pior No. 44 North River.

**Passengers will find that his most speedy and safe route to the
Continent.**

EATES OF FASSAGE.

Continent.

RATES OF PASSAGE.

Cabin from New-York and Philadelphia.

Third-class from New-York to any of the above-named phaces 50 fle sum thekets available for six months.

60 Passengers fotwarded to Havre, Paris, Hamburs, Bremen, Antwerp, and all parts of the Continent, without delay.

NOTICE.—These steamers are provided with every requisite to insure the immediate extinction of fire, and the arthotest discipline is enforced with regard to the use of lights.

For freight or passage, apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New-York, Agent.

In Liverpool, to Wid. INMAN, Tower Buildings.

A TLANTIC ROYAL MAIL STEAM NAVI-A TLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY'S NEW-YORK AND GALWAY
LINE.—The rext departure from New-York will be the steamship PACIFIC, Capt. Nicholson, on SATURDAY, the 3th of
JRURAY pert, and the CHKCASSIAN, Capt. Geo. Wm. Jackson,
on THURSDAY, the 2th of January near, touching at St. John's,
N. F. to receive the reyal mails. Prices of passage: First class,
\$4.0; second. \$40; third, \$30, including free tickets to all the
principal cities on railway routes in Grat Britain. Third class
must provide plate, knife, fork, &c., and besiding. Passage to
St. John's, First class, \$33; second, \$25. For freight or pasgase inpute of the American Express Company, No. 61 Hudsonin the third class "Carrier Stated offices in the interior. Passage
to play by Great States for the principal cities of the first 12;
releasy in Great States for S55, or from Galway for \$30. The
PRINCE ALBERT with self-from Galway January 6.

MERICAN EXPRESS COMPANY.
ALEX. HOLLAND, Manager.

ALEX. HOLLAND, Manager.

STEAMSHIP HUNTSVILLE, —Notice is hereby given that the carge of Steamship HUNTSVILLE will
be transferred to Steamship POTOMAC, for transper tratton to
Savannsh. Shippers are notified and requested to effect their
teamance accordingly. H. B. CROMWELL & Co., No 56 West-st

FOR SAVANNAH and FLORIDA.—U. S. BAIL LINE—The favorite steamship FLORIDA. Capt. Issac Crowell, will leave on SATURDAY, January I, 1959, 44 Sp. m., from Pier No. 4 North River. Through tiesets given to Montgemery, Columbus, Atlanta, Albany and Maoon. Bills of Montgemery Columbus, Atlanta, Albany and Maoon. Bills of the formed only on board. For freight or passace apply to sam'L L MITCHILL & SON No. 13 Broadway

FOR SAVANNAH and FLORIDA. -The Ameri CR SAVANNAH and FLORIDA.—The American Alantie Screw steamsing Company's new and frit-class Steamsing MONTGOMERY.—Commander, will leave oler No. 12 North River on SATURDAY. Jan J. 1950, at 3 o'clock p. m. precisely. Cabin passage, with queuerpassed accommodations, with. Through there is Now-Orleans \$93.95; Mobile, \$35; Montsomery, \$15; Athany, Ga, \$24; Athants and Columbia, \$23; Mascon, \$21; to Augusta, \$20; also to principal points in Florida at lowest rates. Freight life, per foot, and proportionate rates. Insurance one-half per cent. Apply to
H. B. CROMWELL & Co., No. 25 West-et.

Steamboats and Railroads.

There is no experience of the commence of the survival of the commence of the

TO BOSTON TRAVELERS—COMFORT and SAFETY.—The public are informed that the Old Colony and Fail River Railroad Company have statched to the passenter-cars of their road CREAMER'S PATENT BRANE OPE-ATON. This invention (already in use on many of the best managed roads of this country) promotes a degree of security to diffe and property impossible without it. Railroad Managers who deare to avail themselves of every improvement for the safety if life, are requested to examine this. Every day's observation proves most conclusively that the application of the brakes by hand, while it is as good as can be for ordinary purposes, is of no value in the presence of danger. This Company will furnish these Machines for all the cars of any tood, and warfant them to sanwer the purpose, or no sale.

W. C. CREAMER, Secretary,
No. 31 Pine-st., N. J.

FOR BOSTON and PROVIDENCE via NEW-TOR. BUSTON and FROVIDENCE via NEW-PORT and FALL RIVER.—The spheadid and superior steamer BAY STATY. Capt. Jewett. leaves New York every TUESDAY, THURSDAY and SATURDAY at 4 o'clock D. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 4 o'clock p. m., from Pier No. 3 N. S.

S.N. R.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Firefant to Boston is firewarded through with great dispatch by an Express Freight Tests.

W.M. EORDEN, Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE via STONING—the shartest and most direct, carrying the Eastern Mail. The steamer PLYMOUTH ROCK, Cap. Joel Stone, and COMMODORE, Capt. W. H. Frazer, in connection with the STONINGTON and PROVIDENCE and SOSTON and PROVIDENCE and SOSTON and PROVIDENCE and SOSTON and PROVIDENCE TATERIOADS, leaving New-York daily (Sundays excepted) from Pier No. 2. North River, first whart above Battery place, at 40 check p. m., and Stortington at 1:30 p. m., or on the arrival of the Mail Train which leaves Boston at 5:10 p. m.

or on the carival of the Mail Train which leaves Boston at 5:10 p.m.

The COMMODORE, from New-York, Monday, Wednesday and Friday: from Stoutingtor, Tassedy, Thursday and Saturday.
The PLYMOUTH ROCK, from New-York, Tuesday, Thursday and Saturday; from Stoutington, Monday, Wednesday and Yriday.

Passengers proceed from Stoutington, Monday, Wednesday and pieces in advance of those by other routes, and in ample time for all the early morning lines, connecting. Nova and East-Passengers that prefer it retiasts on board the steamer, enjoy a night earl undistorbed, breakfast if desired, and leave stoutingment in the 7 a.m. train.

Fance from Providence to Newport Firty Cents.

A beausage master accompanies the steamer and train through each way.

For pessage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 16 Satery-piace.

Nov. 23, 1888.

CENTRAL RAILROAD of NEW-JERSEY-Connecting at New Hampton with the Deliware, Lacks-Valley Railroad.

FALL ARRANGEMENT, commencing October 1, 1858.—
FALL ARRANGEMENT, commencing October 1, 1858.—
FALL ARRANGEMENT, commencing Discos from Fier
No. 2 North River, at 7½ a. m., 12 m., and 4 p. m.; for Somertice by above trains, and at 5 p. m.

The above trains, and at 5 p. m. vide by above trains, and at 5 p. m.

The above trains correct at Elizabeth with trains on the New-Jersey Raibrand, which leave New-York from the foot of Court-isandtest, at 74 and 12 m. and 4 and 5 p. m.

Tassecants for the Delaware, Lackawanne and Western Rail-road will heave at 14 a. m. only. For Lebigh Valley Railroad at 74 a. m. and 12 m.

JOHN O. STERNS, Superintendent.

FLUSHING RAILROAD—Leaves Fulton Mar-het Whatf by steamer IOLAS at 6:35, 7:50 and 16 a.m., and 1, 4:65 and 5 p. m. The care leave Flushing, L. L., at 6:45, 5 and 10 a.m., and 5:45 and 5 p. m., meeting and exchanging poses pages with the boat at Hunter's Forto. Through my minutes. Fare 25 cents. NEW-YORK and NEW-HAVEN RAILROAD
1868. WINTER ARRANGEMENT. 1868.
Commencing November 2, 1858.
Passenger Statics in New-York, corner 27th-st. and 4th-av.,

Parameter on Titles, TRAINS LEAVE NEW-YORK.

For New Haven, 7, 8 a.m. (ex.), 17:45, 2:45, (ex.) 3:45 and 4:50 p.m. For Bridgeport, 7, 8 a.m. (ex.), 12:45, 2:45, (ex.) 3:45 and 4:50 p.m. For Bridgeport, 7, 8 a.m. (ex.), 12:45, 2:45, (ex.) 3:45 and 4:50 p.m. For Millord, Stratford, Faltifield, Southern of the Westport, 7 a.m., 12:45, 3:45, 4:39, 5:30 p.m. For Normalk, 7 a.m., 12:45, 2:45, (ex.) 3:55, 6:50 p.m. For Derien and Greenwich, 7 a.m., 12:45, 3:45, (ex.) 5:50 p.m. For Etamberd, 7, 8 a.m. (ex.) 12:45, 2:45, (ex.) 4:45, 4:39, 5:50 p.m. For Port Chester and Intermediate Stations, 7 a.m., 12:45, 3:45, (ex.) 6:50 e.50 n.m.

NEW-YORK AND HARLEM RAILEOAD. WINTER ARRANGEMENT.
On and after MONDAY, Dec. 6, 1838, Trains will lead to the control of the co

8.20 a. m. For White Platns.
9.20 a. m. For Williamsbridge.
10:00 a. m. Mail train for Albany
11:30 a. m. For Williamsbridge.
2:20 p. m. For Williamsbridge.
3:20 p. m. For White Plains.
6:10 p. m. For White Plains from White and Contro-obs.
8:20 p. m. For Williamsbridge.
8:20 a. m. White Plains.
6:40 a. m. Williamsbridge.
7:20 a. m. Williamsbridge.
7:20 a. m. Williamsbridge.
1:20 p. m. White Plains.
3:20 p. m. Williamsbridge.
1:20 p. m. Williamsbridge.

TRAVELERS for the NORTH, SOUTH
EAST or WEST, should buy before starting APPLETON'S RAILWAY GUIDE. Price 25 cents. The clear
manner in which the THROUGH ROUTE MAPS are delineated, enables the traveler to see at a glance HOW HE
SHALL TRAVEL. He will save many a dollar by securing a
copy. D. APPLETON & CO., Poblishers,
Nos. 346 and 348 Broadway.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, Nov. 29, 1839, and until further notice, Passenger Trains will leave Pier, fort of Duene-st., as follows. MAIL WEST at 9 a. m., for Dunkirk and Buffalo, and inter mediate Stations

ROCKLAND PASSENGER at 3 p. m., from foot Murray-t.,
via Piermont, for Sufferns and intermediate Stations.

WAY PASSENGER at 3:30 p. m., for Newburgh, Port Jer-

vis and intermediate Stations.

NIGHT EXPRESS at 4:00 p. m., for Dunkirk and Buffelo, and principal intermediate Stations.

EMIGRANT at 6 p. m., for Dunkirk and Buffelo, and inter-EMIGRANT at 9, in, for Bundays excepted.

The above Trains run daily, Sundays excepted.

These Express Trains connect at Eimira, with the Elmira and Canadaigna Railroad, for Niasars Walls; at Binghannon active Syramuse at Coroling, with the Buralo, New York and Eric Railroad, for Rootester, Buffalo and Niagars Walls; at Great Bend, with the Deisware, Lackawanna and Western Railroad, for Seranton at Buffalo and Dunkirk, with the Lake Shore Railroad, for Gieve land, Cincinnati, Toledo, Detroit, Chicago, &c.

CHARLES MORAN, Fresident.

NEW-JERSEY RAILROAD-For PHILA-DELPHIA and the SOUTH and WEST, via JERSEY CITY—Mail and Express lines leave New-York at 3 and 11 a.m. and 4 and 5 p. m.; fare \$3. Through Tick-te sold for Cincinnsti and the West, and for Bairlimore, Wastington Morels to.; and through baggage checked to Washington in 3 a.m. and 3 p. m. trains. J. W. WOODRUPP, Assistant 3 appertmendent. No baggage will be received for any train unless felivered and shecked fifteen minutes in advance of the time of leaving.

checked fifteen minutes in advance of the time of leavior.

PENNSYLV'NIA RAILROAD.—

The GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, Norf Western and South-Western States by a continous Railway dry t. This Road also connects at Pittaburgh with daily limes of stanners to all ports on the Western Rivers, and at Cleveland and Sandraky with the steamers to all ports on the North-Western Lakes—mak norther most circet, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBUEGH.

FIRST CLASS—Boots, Shoce, Hais and Caps, Books of the Control of Leather (in rolls and boxes), Wool and Sheep Felts, Eastward &c.

Third Class.—Anvils, Hardware, Steel, Casins (in casks), Hemp, Bacon and Fork suited (loses or in 55 cents Proxim Class.—Coffee, Fish, Baron, Beef and Pork (in cask or boxes Eastward), Lard and Lard Oli, Nails, Soda Ash, German Cley, Tar, Pitch, Rosin, &c.

FLOUR.—Phbl. until further notice.

Catins.—Viol in until further notice.

CATON— & bale, not exceeding 500 in weight, until further notice.

In shipping goods from any port east of Philadelphia, be perturbated mark the package "Vis Pennsylvania Railread" All Goods consigned to the Agents of this head at Paliadelphia or Pittsburgh will be forwarfed without detention.

R. F. Sase & Co., St. Louis; P. G. O'Reiby & Co., Evanaville, Ind.; Dumesvill, Bell& Co., and Carter & Jewett. Louisville, Ry.; S. C. Medirum, Madison, Ind.; H. W. Brown & Co., Analytic, S. S. C. Chelmant, N. W. Grabam & Co., Zanaville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 1 Astor House New York, and No. 1 South William st., New York; E. J. Smeder, Philadelphia, H. H. HOUSTON, General Prefeth Agent, Philadelphia, H. H. HOUSTON, General Prefeth Agent, Philadelphia, T. A. SCOTT, Superintendent, Altcook, Pa.

PENNSYLVANIA RAILROAD. THE GREAT CENTRAL ROUTS.

THE GREAT CENTRAL ROUTS.

THE PRINT OF THE P

nentioned places in the West.

BAGGAGE CHECKED THROUGH.

Passengers will find this as short and expeditions as any other

FARE AS LOW AS BY ANY OTHER ROADS.
Se handbills, framed, in the hotels of this city.
Through Tickets, or further information, may be had at the office of the

flice of the

PENNSYLVANIA RAILROAD,

No. 2 ASTOR HOUSE, BROADWAY,

J. L. ELLIOTT, Agent.

For Emigrant Tickets apply at No. 3 Battery place.

November 1, 1888.

PITTSBURGH, FORT WAYNE and CHICA-GO RAILROAD -FINISHED THROUGH. -Care are now running over this entire road, from Pittaburch to Chicago, without change. Passengers by this route (via Pennsylvania Railroad) so through from New York to Chicago with but two CHANGES OF CARS. Through Tickets and further information can be had at the office, No. 2 Astor House, Broadway,

J. L. ELL!OFT, Agent

Aledical.

HEALTH of AMERICAN WOMEN.-All lo-I cal uterine freegolarides, displacements and difficulties, together with constitutional symptoms and diseases of women, are radically sured by THE GRAEFENBERG COMPANY'S MARSHALL'S UTERINE CATHOLICON. (7" Price 61 50 per bottle. For sale by all Drugglets.

See Lestimony in The N. Y. Wookly and Semi-Weskly Tribune since Dec. 1.

" Having witnessed the effect of the Graefenberg Company'.
Mershalf's Uterine Cathodicon for many years, in cases of ever-Mershalls Uterine Celbridge of it many years, in cases of everage of severity, and having fully compared in effects with treatment of the best physicians of the day, I unbesigning concence in favor of the Graefenberg remedy."—A. Mackity Narbolit Term

treatment of the feet physicals of the dry, I understanding pronounce in favor of the Graefenberg temedy, "-A. Mackuszie, Raun." The medicit is invaluable "-[N. Y. Daily Sua." Women need to longer suffer."-[N. Y. Daily Sua.

"Women need to longer suffer."-[N. Y. Daily Nees.

[P. Five bottles are sent for \$6, and chartes paid to end of Express line. Address JOSHUA F. BRIDDE, M. D., Secretary Graefenberg Company, No. 32 Park row N. Y.

Notz.—The high moral and scientific chartester of The Graefenberg Company was and scientific chartester of The Graefenberg Company warrants every reader of this notice against any imposition.

Legal Notices.

IN PURSUANCE of an order of the Surrogate A PURSUANCE of an order of the entropase
of the country of New-York, notice is hereby given to all persons having claims against CHARLES LAWSON, late of the
City of New-York, decessed, to present the same with vouchers
thereof, to the subscriber, at the store of MARTIN & LAWSON,
No. 384 Broadway, in the City of New-York, on or before the
statecuth day of February next.—Dated New-York, the eleventh
day of Aurust, 1858.

HANNAH C. LAWSON,
au12 law6mTh

Administratriz.

N PURSUANCE of an order of the Surrogate A CURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against THOMSON PRICE, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of GEORGE J. PRICE. No. 184 East Broadway, in the City of New York, on or before the twenty-third day of April next.—Dated New York, the 20th day of October, 1858.

ozi lawemTh GEORGE J. PRICE, | Rescutors.

e21 lawsmTh ELLIS L PRICE. Skeedoors.

NEW-YORK SUPREME COURT—City and Leorotop of New York—MORITZ VOLLSACK against LEOFOLD TEPFER—Summons for morely demand on contract (Com. not Ser.)—To the above named Defendant. You are hereby summoned and required to answer the compliant in this action, which was filed in the office of the Clerk of the City and are County of New-York, at the City Hall in the City of New-York, or the twenty-second day of Decetaber, 1856, and to serve a copy of your answer to the said complaint on the subscriber, a his office. No. 68 wallet, in raid city, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will tax; judgment equines you for the sum of one thousand collars, with interest from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the twentieth day of April, one thousand slatt hundred from the wide of six per cent per annum, beside the costs of this action.—Dated New York, December 72, 1856.

IN PUCSUANCE of an order of the Surrogate of the County of New York, notice is hereby five to all solve, having claims against SYLVENUS WARREN, late of the City of Frewdome, in the State of Rhode listed, decreased, to present the same with vouchers thereof to the subscriber, at the office of WILLIAM J HOPPIN, No. 51 Pinest, in the City of New York, on or before the twentieth day of June next.—And New-York, the 15th day of December, 1889.

And New-York, the 15th day of December, 1889.

IN CHANCERY, NEW-JERSEY. - JOSHUA
RAWNELEY and others, Complainans, and THE
TRENDON MUTUAL LIFE AND FIRE INSURANCE
COMPANY Defendants. On bits, he in provides of an
order mare by the Chancellor in the above-stated cause, dated
the tried day of Demember A. D. 1856, the Creations of the
above-ramed I surrance Company are berely to the dated
are required to present to the subserber, hedding at Treation,
New Jersey, and prove before him, under each or affirmation,
or other wise, as he shall client, their several claims and day
mares agents said Company we thin die morth from the date of
and order, or that they will be ere loded from the boxest of such
suite ends as mey be made and declared by each Court. did lasem Th JAMES WILSON, Mester in Chancery.

DIPPEME COURT—COUNTY OF ERIE.

PHOFEBE ANN BOW HAND, Plantiff, art FREDERICK
HOWLAND, Defendant—To the Defendant for are briefly
summerced ty answer the complaint in this action, which will be
filed in the office of the Cers of the County of Ene, and serve
a cept of your nawwer on me at Gowanda. Cataragua County,
New-York, within tearty days after the service benef, of chilsite of the day of syntee, and if you fail to answer the complaint
as storesaid, the plantiff will take progress tracked to it or the
sum of fifteen hundred deflars, beside the court of this action.
And you will all other Bottlee that the same and complaint in
this action were field in the office of the Clerk of Ene County, on
the 2d day of Desember, A. D. 1838.

G. C. TORBANCE, Plaintiff's Attorney,
Gowanda, Cataragua Co., N. Y.

THE ONLY ARTICLE UNRIVALED IN MARKET, WITH IMMERSE HOME ANE EUROPEAN DEMAND.

The reason why, is that by Nature's own process it restores natural oclor and permanently after the hair becomes gray; supplies the natural fluids, and thus makes it grow on baid heads removes all dandroff, itening, and heat from the scaip, quiets and tones up the nerves, and thus cares all nerveus headsche, and may be relied upont cours all diseases of the scaip and hair, it will stop and keep it from falling off makes it self, gleary, healthy and beautiful, and if used by the young two or three times a week, it will never fall or become gray; then, reader, read the following and judge for yourselves:

MESSES. O. J. WOOD & Co.

read the following and judge for yourselves:

MESSRS. O. J. WOOD & Co.

Gravi.remen: Having heard a good deal about frofessor Wood's Hair Resterative, and my hair being quite gray. I made up my mind to lay saide the projective which i, in common with a great many personse, had against all manner of potent meditines, and a short time ago I commenced using your article, to lest it for myself.

The result has been so very satisfactory that I am very glad I did so, and in justice to you, as well as for the encouragement of others who may be agray as I was, but who having my prejudice without my reasons for settling it aside, are on willing to give your Restorative a trial till they have further proof, and the best proof being occular demonstration, I write you this letter, which you may show to any such, and also direct them to me for further proof, who am it and out of N. Y. Wire Railing Establishment every day.

My hair is now its natural color, and much improved in apparance every way, being glossier and thicker, and much more healthy looking. I so, yours respectfully.

HENRY JENKINS, our Commiss and Carrolless., Brooklyn.

Livingstrox, Als., Feb. 14, 1858.

Page. Woon.—Dear Ser. Sou You Hair Restorative has done

a bottle.

O. J. WOOD & Co., Froprietors, No. 312 Breadway, New-York (in the great N. Y. Wire Railing Establishment), and No. 114 Market-st., St. Louis, Mo. And sold by all good Drugrists and Fancy Goods Dealers.

New-York Daily Tribune

MARINE AFFAIRS.

SHIPBUILDING IN GREENPOINT .- Mr. Edward Suppleted, at the yard of the American Timber B nding Company, a steam canal boat intended for the Eric Caual. The frame is principally constructed of bent timber, bent for the purposa in the mills of the Com-pany. The timber for the hows and stern are got out in the sous manner. She is 96 feet long, 17 feet beam and of feet hold. Her engines are to be of from 16 to 20 here lower, and built by J. S. Bunes of New-York. I sey are the ordinary oscillating cylinders, with Wheeler's put at valve gearing. Instead of the propeller shaft con ag out at the ruider post as is the case with ordinary propellors, the shaft comes out some four feet from it, running in a line with the keel of the book. It is claimed that by this arrangement the same speed is attained it interference with e boat is intended the steering part of the will be ready for principally for heavy fre will have all her mach; ry on board.

The American Timber Bending Company are engaged in bending the principal part of the frame work for a sloop-of-war, now constructing at Philadelphia. The futtrock are double the length as those of patural growth, so as to add to the strength of the frame without adding to the weight. They are of white oak, and it is claimed will be as durable as the old style of

Mr. Samuel Sneeden has on the stocks, and nearly completed, a steam canal bost, intended for the Erie Canal, building for Barstow, Pope and others, 97 feet 6 inches long, 17 feet 6 inches beam, and 8; feet hold. She is being fitted with Barrow's rotary engine, built

by Badger of New-York. Mr. Sneeden has also on the stocks, and will Isunch on Tuesday morning, Jan. 4, a propeller, to be called the Gustemals, to run between Panama and the States of Central America, on the Pacific side. She is to be commarded by Capt John M. Dow, and is owned by the Parama Railroad Company. She has been constructed under the superintendence of Mr. John Baird, who drew the plans for the engines, and made the spec fications for the vessel. She is of beautiful model, and well constructed throughout in the most substantial marner. Dimensions, 200 feet long, 32 fee beam, and 25 feet hold. The engines are being built by Delemater & Co , foot of Thirteenth street, North River, and are 56 inches cylinder, and 45-inch stroke, of similar pattern as the Huntwille and Montgomery of the Savannah line. When I unched she will be taken to the factory of Mr. Delemster, when her engines will be put in, and it is expected will be ready for sea by the first of March. The propeller, rudder and rudder-post, which are of brass, are being por in on the stocks. The cabin will have accommodation for 100 first-class passengers, and as many more can be accommodated in the steerage. She is designed principally for freight. Her cost will be about \$105,000.

Mesers Webb & Bell are rapidly proceeding with their pilot beat, the Ezra Nye, and will be ready to lannch in a few weeks.

Mr. Sneeden has nearly completed the extensive alterations for the steamers Canada and America, and will in a few days deliver them to the owners. The alterations were made with a view to their being em ployed in the Paraguay expedition, but the contract having been thrown up, it is not determine I what disposition to make of them.

FOR EUROPE

The British screw-steamer Edinburgh, Capt. Cammirg, left yesterday for Glasgow. Sae took out four cabin passengers and eighty-four in the steerage. BAD WEATHER IN THE GULF.

The new steamer Sewagee, Capt. Dennis, with the United States mail, arrived at New-Orleans from Brazos on the 16th itst., after as absence of twenty three days. Capt. Dennia reports a constant success sion of heavy northers, also that he was detained incide the bar at Brazes six days for want of water. On Sunday evening passed the wreck of a schooner; could not make out her name.

LOSS OF THE SEA WITCH. The steamer Sea Wit h (lighter) burst her boiler and sunk in Mobile Bay, with 100 bales of cotton for bark Edwin, for Boston, shipped by Dwight & Co. The steamer was noseaworthy. The back Edwin was on Dog River Bar, and the Sea Witch took the cotton down for her, and when along add the botter exploded.

The steamer sunk immediately. Two men are miss-

If, esq. of Ary West, who will use her for the general freighting business.

Key West, Dec. 21, 1858.

I am happy to inferra you that we are atilt without wreeks of vessels in distress, and I may faith to be lette we shall have no more upon this cossat this year, as I think ship masters are becoming more acquainted with new lights and the changing of Carrefort to a revolving one. The underwriters schooner Oriental Capt. Hoyt, arrived are on Sanday from Nausa and will have agan this afternoon. The schooler Forest tight came in yesterday to make some slight repairs and will sail this afternoon for New-York Life, Saving Association.

The New York Life, Saving Benevalent Association.

The New York Life-Saving Benevolent Association at New-Yo k, met yesterfay, at Insurance Buildings, Datiel Lord, esq., Vice-President, in the chair. Among the gentlemen present were Joseph Walker, e-q., Capts, Comstock, Marshall and John D. Jones. The meeting was called for the purpose of presenting gold and silver medals to the captain, first mate and two of the crew of the Dutch bark Sophie Elizabeth, bark Jessie Johnston under cucumstances of great peril. The capta'n of the British bark, his wife, child and twelve men were in the ma ntop for nine days with from the rain an i snow. The captain and two of the scamen had their feet and arms much swollen when they were taken off, and all of them suffered severely

Capt. Van der Heef of the Dutch bark, his mate Frederick Vroem, and two sailors, Peter Visser and Edward Thur, being present, Mr. Lord made a happy lit le sprech to them. He said: These metals are granted to reamen of different nations who have had the good fortune to ment them by relieving distress at sea. It sometimes bappens through want of courage or enterprise that suffering ships have been passed by. While it would be difficult to express in suitable terms of indignation the barbarity and cowardice of these who thus desert their feilow-men in their extremity, daring like yours, whenever it is exercised for a human and benificent purpose. Mr. Lord then handed Capt.

and benificent purpose. Mr. Lord then handed Capt. Van der Hoef the following letter with a gold med al: Life Saving Regevoliert Association, Life Saving Regevoliert Association, Capt. Vostier Hoef of the Sophie Elizabeth.

Siz: This Association present to you their gold medsl, and sless medsle to Frederick Vostie, made, and Peter Visier and Edward Thune, seathern, of your salp, the beat's crew who under your orders reached the master with his wife and child, and the grow of the British back Jesale Johnston, on the Tist of October last, on your voyage to this part.

and the crow of the British bark Jeanle Johnston, on the 21st of October ise, on your voyage to this part.

You then saved the lives of fifteen persons after an exposure to sofferings which in the history of shipsrocks has selden been exceeded. The bravery and seamaiship of your consent equal trainmentity. It adds the force of a noble example for the initiation of others.

To Frederick Vroom, the mate, he gave another gold mecal, and to the two sallors, Visser and Trane, a silver medal canb. These medals here inscriptions commemorative of the services for which they were conferred. That of the Captain ran as follows: " Pre-" master of the Dutch barque Sophie Elizabeth, for " rescuing fiftsen lives from the British barque Jeanie Johnston, wa'er-logged at sea on the 31st October, " 1858." The men returned thanks for this honorable neknowledgment of their services.

Mr. Lord announced that a silver medal had been awarded to Capt. Carlisle of the ship Planter, for rescuirg the survivors of the French ship Empress of Brazil; O'iver N. Brocks, the keeper of Fanlkland I-land Light, who gallantly put off alone in his boat to the rescue the crew of the schooner Moses F. Wobb, and after braving great perils saved them all, received a gold medal, which will be forwarded to him. Capt. Renard of the French bank Maurice, and Capt. Funnament of the second awarded gold medals for their services in saying the lives of the survivors of the burned steamship Austrie. The medals will be forwarded with letters from the efficers of the Association, through the French and Norwegian Corsuls.

SHIP-BUILDING ON THE MERRIMAC.

The Newbur yport Herald discourseth on this subject The Newbus sport Herald discourseth on this subject after the following fashion:
"One of the earliest branches of business established in this city was ship-building. From 1680 to the present time, this basiness has been vigorously pursued. A list of the vessels, with their names and tunnage, which have been built during this period, would prove a most interesting document. To the ingennity of the late Orlando B. Merrill, esq., one of our earliest ship-builders, the world is included for the first water-line ship reodel on the plan now in use, which was in ship-builders, the world is indubted for the first water-line ship model on the plan now in use, which was in the year 1794. Previous to this time only skel-ton models, composed of pieces showing the tibs, &c., were used. The model was given to David Ogden, esq., in 1853, who presented the same to the New-York Historical Society. The patent windlass by Russell & Waiker, which is almost universally adopted, and many other important improvemements on shipboard, have had their origin with our m charies. For strength, durability, speed and beaut our Merrimac-built ships will challenge the world."

LOSS OF THE BRITISH SHIP KORFOLK AND BRAVERY OF

THE SEAMEN OF THE AMERICAN SHIP TESCARORA.

On Friday, the 12th of November, about 8 o'clock

p. m., the gale commerced and raged with tremendous fary until 12 o'clock. The back Norfolk, of Newcastle bound for St. John, N. B., became anmanageable, ac that the captain ordered the foremast to be cut away, which was speedily done, and in falling carried away with it the maintopmast and mizzenmast. The ship then became a total wreck, and as each sea heaved she rolled most fearfully. They remained in this state having no more canvas on board, until Monday, when the American ship Tuscarora hove in sight. The sea at this time was running mountains high, and it was blowing a strong gale. The Norfolkhad a signal of distress flying which was acknowledged by the Tuscarora in hoisting the Stars and Stripes, followed by the signals. "We will save you all if we can." On board the Tuscarora were tearly 300 passengers. As she bore down upon the bank, it became evident that the risk and danger to be encountered were frightful, and the passengers began to wonder who would be the then became a total wreck, and as each sea heaved she risk and danger to be encountered were frightful, and the passengers began to wonder who would be the volunteers who cared in such a sea lisk their lives in an open boot. It was decided in the morning that the first mate (Mr. Dickinson) should go in the boot, and upon coming upon deck he asked the third mate (Mr. Williams), a very smart young efficer, if he would secompany him, and he innectately stated he would go. Toings had progressed thus far, when the captain of the Tascarora (Capt. Danievs) signaled to the captain (James Hill of the bark Norfolk, stating that they were about sending a boat to take them eff the wheek; but still there was a great difficulty yet to summount, none of the crew being disposed to volunteer. Mr. Williams, the third mate, went to them and succeeded in emisting three of the seamen to accompany them. The boot was now lamched, and the first and third mates jumped into the boat, followed by the three sailors. Mr. Williams, the third mate, upon leaving, requested the boatswain, in the event of his not returning, to had be money and clothes over to his mother when he reached Lexerons. Now the excitement, which hand his money and clothes over to his mother when he reached Liverpool. Now the existement, which had up to the present time been great on board the Theodorrs, became intense. Both Mr. Dickinson and

had up to the present time been great on board the Tuscarors, became intense. Both Mr. Dickinson and Mr. Williams had already won the warmest feelings of regard from the passengers for the kind interest they at all times manifested for the welfare and comfort of all. The bark was nearly reached, and just when they were within a few yards of her, she drifted, and came nearly stern foremost upon the Tuscarora's boat, and but for the promptitude in carrying out the orders to "back water," the five brave fellows would have been smashed. The danger to the boat now became fearfully great, as the bark rolled so quickly that it was with the greatest difficulty they could get the crew into the boat. It may be as well here to meation that when they started from the ship they did not expect to find more than six or seven hands on board, and therefore, when the twelve were taken into the boat, it was more than full; but this was their only chance of escape as every sea threatend to send the bark to the bottom. After many harbreadth escapes of being jammed between the boat and the aide of the bark the whole twelve men were taken into the boat, and they pashed her off for the Tuscarora. The sea kept increating. The boat was steered by the first mate of the Tuscarora, Mr. Dickinson, and Mr. Hill, captain of the Norfolk, on their way back to the ship. It was observed that Williams, the third mate of the Tuscarora, jumped out of the boat and got into a life buoy, to make more room for the ship wrecked drew and kept in the way to the Tuscarora. ship wrecked crew, and kept in the water by the side of the boat nearly all the way back to the Puscarora. Both mates of the Tescarora started without coats,

mention M. sunn ling and four or five wounded. The Sea Witch was an old boat, and had been condemned for lightering by the Inspectors.

SALE OF A SLAVEE.

The bark Syria, recently condemned at Key West, for being engaged in the slave-trade, was sold Dec. 29, with sails, rigging, boats, &c. for \$4,355, by A. T. T. ft., eng., of Key West, who will use her for the general freighting business.

Key West, Dec. 21, 1832.

I am happy to inferm you that we are atth without wrecks or trade in distress, and I may full the being a shall have no meets upon tails countries with all they required to not be altered, and the two was sold make them comfortable. The passengers were sleep on the common was the distress, and I may full the wear atth without wrecks or trade in distress, and I may full the being a shall have no meets upon tails countries and the shall have no meets upon tails countries and the chapping of common more sepon tails countries with any that and the chapping of the countries are sequently worn out, and they all said they could not have held out many hours longer. out many hours longer.

THE WANDERER AND HER CARGO OF AFRICANS.

Correspondence of The N. Y. Times.

MONTHOMERY, Ala., Friday, Dec. 24, 1838.

I arrived at this place last evening from Macon, Ga.

The object of the present letter is to inform you, agreeably to premise, of any matters or proofs touching the introduction of the African negroes by the schooner Westderer. The fullest proofs have, at last, passed before my own eyes, dissipating all further doubts uper the subject. I have just seen the identical negroes brought from Africa by Capt. Corrie, or his accomplices. They are the real simon-pure Corgo regioes. They came here from Macon, Gis. Though they canted understand a word, they will repeat with excellent promatclation every word spoken to them. They evince much cartissty in what is passing around them, and appear desirous to understand our language. They are a fine, athistic race of negroes, much succeive to those described as captured on board the Esho.

The presence of these strange beings in this place in such large numbers creates a great deal of excitement, and crowds are throughing from all parts to get

in such large numbers creates a great deal of excitement, and crowds are throughing from all parts to get a sight of them. Meantime there discussions are heard on all sides as to the propriety of reopening the slave-trade. The negroes, who appear to be in the bands of speculators, will go down the Alabama River this evening upon the steamer St. Nicholae. As I shall also take passage on the same beat, I shall not count the opportunity to learn all the particulars I can concerning the manner of their introduction into the country, and also their destination. You may assure your readers that there is no longer the shadow of a doubt that, so far as the successful lancing of a cargo of native African slave-trade has actually been reopered.

Rynders, who once selzed, ransacked, and then re-leased the Wanderer and sent her on her novel mission.

A Live Africas is Lindo.—Poliseman Gordon re tursed from Jekyl Island yesterday, brieging with him an African boy about 11 years old, captared by him on the Island, and supposed to belong to the cargo of the Wenderer. We understand that Mr. Gordon say some 30 or 40 regrees on the Island, who, at a signal given by an old tegro, itstantly dispersed in every directive. Mr. Gordon succeeded in capturing two Africans, one of whom under his seespe. The other hebrought to the city and logged in the Police Barracks last night.

[Savarnah News, Dec. 25.

First Regiment Across the Plains to the Pacific.—The Sixth Infantry has wen new learned by its westward merch. The Secremento Union of the 20th oil, states that the arrival and passage through the streets of that city of an estire United States regiment of Infantry ithe Sixth) has created no little excitement, and much delighted the edizions, whe received the gallant troops warmly, and even enthusiastically. It was, indeed, the first time that so large a tree of the regulor army had appeared in that part of California, and with the accompaniment of a long line of mules, baggage-wigons, hospital-train, sutlers and other camp followers, the procession was at once a martial and a splential allow. The Sixth, too, is the very first regiment that has crossed the plains to California, having left Fort Leavanworth on the 27th of May. They had been one hundred and nicety days on the March, tot counting those of departure and arrival. Or, taking the number of marching days, as the regiment remained in camp of Sandays, the auration of their journey, all performed on foot, will have been left days. They have averaged about one hundred miles per week. In this long march the regiment has not suffered the loss of a man, nor been afflued with sickness beyond the usual portion of an across in the feeth. A portion of this route traversed lay through a country studiously represented in Washington as inhospitable, and even hostile, and it has been traveled at a season deemed unfavorable, if not, for a small part of the distance, incidencet. Yet, not only are the men and semals in a good condition for the termination of so long and hard a journey, but there has been no death of steck worth meationing. Out of ahout eleven hundred mules the loss has been only about thirty. FIRST REGIMENT ACROSS THE PLAINS TO THE Out of about eleven hundred mules the loss has been only about thirty.

\$2,500 Danages for Givino the Wrong Medicis?—A suit has been on trial in the Superior Court, for two or three days, which has excited some attention. It was brought by the Rev. Geo. W. Quinby against Frederick Eckstein, ir., the plaintif claiming damages to the amount of \$10,000, aleging that by the negligence of the defendant, or his agent, belladonna was put up in a prescription instead of dardellon, by which the health of the plaintif was materially injured, and his life put in leopardy. Judge Spencer charged the Jury yesterday forctoon, instructing them that if the article put up was belladonna and not dandelion, and that it produced the effects which the plaintiff claimed were the direct results, he would be entitled to recover such damages as he had sustained in a pecuniary way, unless the plaintiff himself was guilty of negligence. After an hour's deliberation the jury returned a verdict for the plaintiff for \$2,500. \$2,500 DAMAGES FOR GIVING THE WRONG MEDIjury returned a verdict for the plaintiff for \$2,500. [Cincionati Gazette, 2

jury returned a verdict for the plaintiff for \$2,500,
[Cincinsati Gazette, 23d.

SKATING INCIDENT.—Forty policemen visited the
Rack Bay to put a step to skating in that locality on
the Sabbath. The ice was cleared in a moment, with
a single exception. One unterrified individual holdly
refused to yield, and set at ranght all devices to secure
him. He skated like the wind, and fa vored the helpless officials with an eccentric series of race and brilliant evolutions. Like the Irishman's flee, of familiar
memory, he was not where you thought he way.
Finally, after repeated unsuccessful attempts to accomplish their purpesse, a line was formed, and "terrible as an army with homers," the "blue and rold"
digniferies marched down upon the defiant skater.
He was trapped; thirty were more them a match for
one—but just at the point of securing him, after excuting one of his most rapid and bewildering exploits,
he dashed through the advancing line, and was safe,
Load applause greeted the discomfure of the police.

[Boson Transcript.

Loud applause greated the discomfigure of the police.

ASCIENT COINS.—Among the coins presented to the Ternessee Historical Society recently, was a Green drachma, of silver, of value about 17 cents, coined in the days of Alexander the Great, 335 years B. C. It was picked up in the streets of the once-buried Pompeil, by Wm. H. Polk, esq., while he was in Italy as Charge of Affairs of the United States to the two Sicilies, in 1845. It has on one ride the head of Alexander; on the reverse a figure of Jupiter sitting in a chair, holding a basta pura (spear of invery in his left hand. holding a hasta pura (spear of favor) in his left hand and an imperial eagle in the right. There are several symbols, and the inscription "Alexandron" on the

same side.

A Conference of 300 of the members of the Society of Friends has been held lately at London, at which it was agreed to sacrtion marriage between individuals of this community (although not in membership), by allowing them to take place within its religious meetings; and that all restriction in regard to what is called painness of speech, be havfor and apparel, may also be discontinued—but confirming its ancient testimony in favor of Christian moderation in these respects.

[Buffalo Advocate.] In the Philadelphia Court of Nisi Prius, Chief-Jus

tice Lowrie has granted an injunction to restrain the Directors of the Girard College from refusing to admit children into the College whose mothers are living. The City Soliciter contended that no child was an orphan nuless both parents were dead; but Judge Lowrie differed with him and granted the injunction.

Channs,—An enterprising jeweler in Washington has found and cut up that brack which Montgomery of Penneylvania shied at the leg of English of Indianair to the most delightful "channs" to adorn the watches chains of the sporting fraternity. Another, not to be outdone in metropolitan taste and skill, has had English's silvered cane picked up, brought in and carved into beautiful rings, for Christmas presents. A NEW USE FOR SCHOHUM MOLASSES. -It. 16

A NEW USE FOR SORGHUM MOLASSES.—It as stated, on the authority of a crack presence, there rollers made from Chinese sugar cane molasses are far superior to those made with any other kind. The regular syrup will bear long boding without description syrup will bear long boding without description of granulation, and when east into a roller is much as tougher, more clastic, and has better suction from those made by the material in common use. This year pertions of syrup and glue used in the competition of this roller are the ram; as those in use among printers.

ETAMPING COMMERCIAL CIRCULARS.—Horatic King, In Deputy Pestmaster General at Washington Coy is a typis to an inquiry addressed him by the Plasmaster of New-Orleans, says that printed comments aircraft lars, stamped or indersed with the name and address of the party sending them, are chargeable with letter to be taken. pretege. A NEW TRAIN OF THE HUDSON RIVER RELEASED.

On and after next Wednesday, an express role will leave A bany for New-York at 3:30 p. m.; New-York for A bany at 3:45 p. m. The Albany train will reach New-York at 8:50 p. m., and the New-York frain will reach Albany at 8:50 p. m. There is no change in the hour of arrival and departure of the other trains.